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Indicators: Air Traffic

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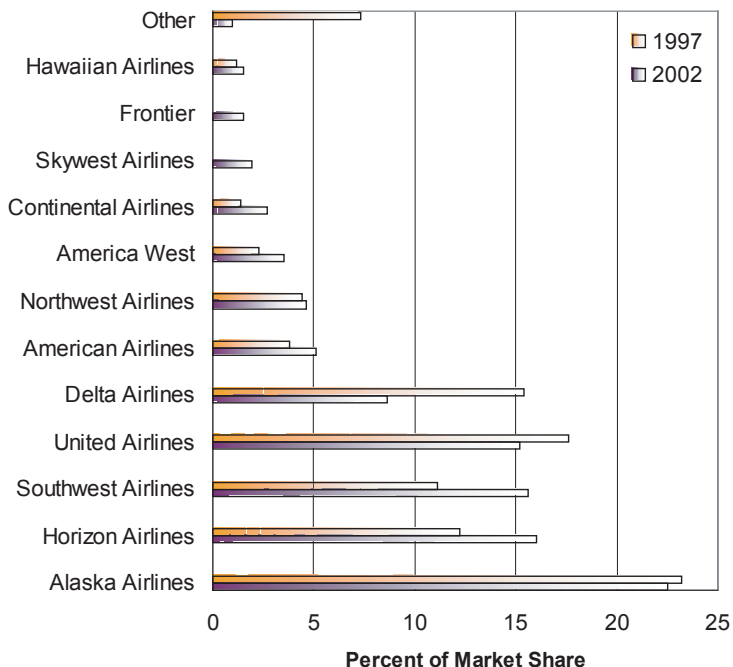
Air Traffic by Ellie Fiore

The Port of Portland operates four airports that serve the metroscope. The largest and most familiar of these, Portland International Airport (PDX), serves over 12 million passengers annually. Hillsboro, Troutdale and Mulino airports also serve the region, specializing in smaller personal and business aircraft.

The Hillsboro airport is the second busiest in the state, with over 220,000 operations annually, including business, passenger and recreational flights. Located in the Sunset Corridor west of Portland, Hillsboro Airport serves a largely corporate clientele and is not open to the public. Intel operates a shuttle out of Hillsboro to transport its employees to company sites in Arizona and Washington. The airport is also the site of one of the largest flight training facilities in the western United States.

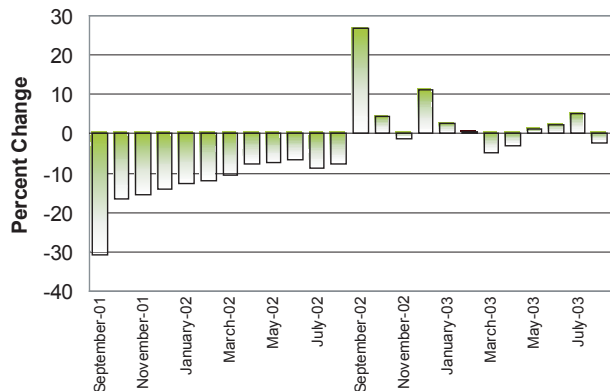
The Troutdale airport houses 18 businesses on its 300 acres and conducts about 72,000 airport operations each year. Its location adjacent to the Columbia River Gorge makes it well suited to recreational flying and scenic tours. The smallest of the Port's airports, Mulino Airport in Clackamas County, has about 20,000 operations per year and is home to almost 40 light general aviation aircraft.

PDX serves as the region's hub for passenger, freight and mail flight services. Seventeen passenger airlines and fourteen cargo carriers serve the airport. PDX is the 34th largest airport in the nation, and only the 5th large metro area to provide ground rail public transportation to and from the airport. Over 3% of commercial flights out of PDX in the 2002-2003 fiscal year were



Source: Port of Portland

Change in Total Passengers
September 2001- August 2003



Source: Port of Portland

international. Recent international service enhancements include Lufthansa Airline's nonstop service to Frankfurt, Germany, which began in March of this year, and Mexicana's nonstop service to Guadalajara, which began in September of 2003. The International Air Service Committee, representing regional business and community interests, is currently leading a campaign to bring Asia air service to PDX following Delta Air Line's discontinuation of service from PDX to Asia in 2001. Port of Portland is currently working on securing nonstop service to Tokyo.

PDX's service has a considerable economic impact. The PDX capture region includes over 3.5 million people in Oregon and Washington. The effect of the added Lufthansa service alone, with daily nonstop flights from Portland to Frankfurt, is estimated to bring \$90 million annually to the region. Port of Portland is currently conducting a comprehensive economic impact study and plans to make its analysis of the 2003 data available by the end of January 2004.

The events of September 11, 2001 had a significant impact on passenger traffic out of PDX. In the first six months after 9-11, passenger traffic declined by 13.6%. The overall decline to date is about 10%, which is comparable to the national average. International travel has been particularly hard-hit by the political events of the last two years. War in Iraq and fears over SARS also contributed to declines in international air travel in 2003.

The character of the airline industry has changed significantly in recent years, and the Port of Portland has responded in kind. Specifically, the rise of low-cost carriers has meant increasingly affordable travel for many passengers. Southwest Airlines currently serves PDX, and the Port is trying to obtain a service contract with Jet Blue as well. This trend has led major carriers to focus on serving major hubs that low-cost carriers are not able to service. Also, these changes have contributed to the emergence of national and global alliances.